

EIGHTH  
ANNUAL REPORT  
OF THE  
RAILROAD COMMISSIONER  
OF THE  
STATE OF VERMONT  
TO THE  
GENERAL ASSEMBLY.  
OCTOBER SESSION, 1863.

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MONTPELIER:  
WALTON'S STEAM PRINTING ESTABLISHMENT.  
1863.

# I N D E X .

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## COMMISSIONER'S REPORT.

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*To the General Assembly of the State of Vermont :*

Some time in the month of July last, Hon. William F. Dickinson, on account of ill health, resigned the office of Railroad Commissioner for the state of Vermont, and on the 25th day of July, 1863, the Governor, pursuant to the authority vested in him by the General Statutes, appointed me to fill the vacancy thus occasioned, and I immediately entered upon the discharge of the duties of the office.

I devoted as much time as was consistent with my other engagements, during the short time that I held the office, and passed over, and made examination, to some extent, of all the different roads in the state, with the exception of the Atlantic & St. Lawrence, and the Rutland & Whitehall roads. From the examination that I was thus enabled to make, I find the roads in the main in a very good condition.

Previous to his resignation, my predecessor had furnished the several railroads with a blank form to be filled up by the

officers of the several roads, agreeably to Chapter 28, Section 124, of the General Statutes. The officers of the several roads, have made and furnished their reports in the order and at the times here indicated, to wit :

Vermont Central, August 18, 1863.

Vermont & Massachusetts, August 22, 1863.

Vermont Valley, September 1, 1863.

Atlantic & St. Lawrence, September 26, 1863.

Vermont & Canada, October 1, 1863.

Connecticut & Passumpsic Rivers, October 2, 1863.

Rutland & Burlington, October 6, 1863.

Rutland & Whitehall, October 9, 1863.

Rutland & Washington, October 15, 1863.

To which I refer as showing the financial condition and management of the roads.

There are some considerations connected with the subject, to which I might have thought it advisable to have called the attention of the General Assembly and the public, but the period of time in which I held the office has been so brief, that I am admonished that my suggestions would be likely to have little weight, or too little to entitle them to any merit.

The statute, creating the office of Railroad Commissioner, requires the Commissioner to make his report to the General Assembly, during the first week of its session.

This I have failed to do. I have stated the time when the reports from the various roads were received, by which it will be seen that it was impossible for me to have complied with the law.

The Western Vermont and the Southern Vermont roads have made no report.

WM. HEBARD,

Railroad Commissioner.

CHELSEA, October 16, 1863.

## DOCUMENTS.

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Form of Annual Report required by the Commissioner of the several railroad companies for the year ending June 30, 1863 :

ANNUAL REPORT OF THE——RAILROAD COMPANY, FOR  
THE YEAR ENDING JUNE 30, 1863.

### TABLE A.

#### STOCK AND DEBTS.

NOTE.—Under this head state the amount paid for interest, discount, &c., amount of funded debt, floating debt—rate of interest—amount of interest coupons due and unpaid.

### TABLE B.

#### COST OF CONSTRUCTION.

Total cost of construction as per last report,

Expended since last report, viz :

For graduation and masonry,

“ bridges,

“ rails,

“ chairs, spikes and ties,

“ laying superstructure,

“ buildings and fixtures,

NOTE.—State, also, the progress of the work, cost of graduation, superstructure, and all incidental expense, on any extension or alteration of road, to June 30, 1863.

Also state the amount paid for interest, discount, &c., charged to construction account.

TABLE C.

## EQUIPMENT.

Total cost of equipment as per last report,

Expended since last report,

Total cost of road and equipment,

TABLE D.

## CHARACTERISTICS OF ROAD.

Length of road,

“ “ completed,

“ “ branches,

“ “ side tracks,

Weight of rail per yard,

NOTE.—State length of road, branches and side tracks within the State.

## CHARACTER AND LENGTH OF BRIDGING.

	No of structures	No of spans.	Length of bridging, in feet.
Trestle bridging.....			
Truss bridging, 50 feet span and under...			
Truss do., from 50 to 100 feet span.....			
Truss do., from 100 to 150 feet span.....			
Truss do., 150 feet span and over.....			
Draw bridges.....			
Totals.....			

Number road crossings at grade,

Number of road crossings above and below grade,

Number of cross ties per mile,

Chairs, number per mile,

Whole number of switches on main track,

## GRADIENTS AND ALIGNMENT.

Level, number of miles,  
 Maximum grade,  
 Amount of straight line, miles,  
 Amount of curved line, miles,  
 Maximum radius,  
 Minimum radius,  
 Sum of ascents going in one direction,  
 Sum of ascents going in opposite direction,  
 Height of termini and summit above tide water,

## BUILDINGS AND FIXTURES.

Passenger houses,  
 Freight houses,  
 Engine houses,  
 Repair shops,  
 Water stations,  
 Dwellings,  
 Wood sheds,  
 Turn tables,

Other buildings, as follows :

## EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1863.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....					
Requiring slight repairs.....					
Requiring heavy repairs.....					
Worn out.....					

Number of cars owned by the company, June 30, 1863.

First class 8 wheel passenger cars in good repair,



First class 8 wheel passenger cars wanting repair,  
 Second class 8 wheel passenger cars in good repair,  
 Second class 8 wheel passenger cars wanting repair,  
 Baggage, express and mail cars in good repair,  
 Baggage, express and mail cars wanting repair,  
 Covered freight and cattle 8 wheel cars, in good repair,  
 Covered freight and cattle 8 wheel cars, wanting repair,  
 Platform 8 wheel cars, in good repair,  
 Other freight cars,  
 Gravel cars,  
 Average weight of passenger cars,  
     "      "      baggage      "  
     "      "      box      "  
     "      "      platform      "

## TABLE E.

## BUSINESS OF THE YEAR.

Miles run by passenger trains,  
 Miles run by freight trains,  
 Miles run by gravel and construction trains,  
 Miles run by wood trains,  
 Number of through passengers carried in cars,  
 Number of way passengers,  
 Number of passengers having passes,  
 Number of miles traveled by way passengers,  
 Average distance traveled by way passengers,  
 Number of miles traveled by passengers having *passes*,  
 Number of tons of through freight,  
 Number of tons of way freight,  
 Number of tons of way freight carried 1 mile,  
 Number of tons of through freight moved towards market,  
     "      "      "      "      "      from      "  
     "      "      way      "      "      towards      "  
     "      "      "      "      "      from      "  
 Average rate of speed of ordinary passenger trains,

Average rate of speed of express trains,  
 Average rate of speed of freight trains,  
 Rate of fare charged first class through passengers, per mile,  
 Rate of fare charged first class way passengers, per mile,  
 Average rate of fare charged second class passengers, per mile,  
 Rate per ton per mile charged on 1st class through freight,  
 Rate per ton per mile charged on 2d class through freight,  
 Rate per ton per mile charged on 3d class through freight,  
 Rate per ton per mile charged on 4th class through freight,  
 Rate per ton per mile charged on 1st class way freight,  
 Rate per ton per mile charged on 2d class way freight,  
 Rate per ton per mile charged on 3d class way freight,  
 Rate per ton per mile charged on 4th class way freight,  
 Total number of tons of freight carried 1 mile,  
 Total number of passengers carried 1 mile,

## TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending June 30, 1863.

Ordinary repairs of road bed and superstructure,	\$
Extraordinary repairs of road bed,	
Cost of new rails used in repairs,	
Number and weight of chairs,	
Weight of spikes,	
Cost of repairs of rails,	
Number of cross ties used for renewals,	
Cost of same,	
Cost of relaying rails and ties,	
Insurance and taxes on real estate,	
Repairs of bridges,	
“ stations,	
“ fences,	
“ masonry,	
Total,	

## COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,  
 Repairs of passenger and baggage cars,  
 Repairs of freight cars,  
 Repairs of tools and machinery in work shops,  
 Oil used about workshops,  
 Fuel,  
 Waste,

Other items in detail as follows:

Total,

## TABLE G.

## COST OF OPERATING THE ROAD.

For the year ending June 30, 1863.

Wood including the cost of preparing the same,  
 Number of cords of wood used by locomotives,  
     "          tons of coal          "          "  
 Number of cords of wood used at stations,  
     "          tons of coal          "          "  
 Number of cords lost by fire,  
 Number of gallons of oil,  
 Number of pounds of waste,  
 Cost of oil and waste for engines and tenders,  
     "          "          passenger and baggage cars,  
     "          "          freight cars,  
 Loss and damage of goods,  
 Loss and damage of baggage,  
 Damages for injuries to persons,  
 Damages to property, including fire, and animals killed on  
     road,  
 Office expenses and stationery,  
 Number of agents,  
 Number of clerks,

Labor loading and unloading freight,  
 Porters and watchmen,  
 Switchmen,  
 Wood and water station attendance,  
 Conductors and baggagemen,  
 Brakemen,  
 Enginemen and firemen,  
 For salaries of trustees, president, directors, secretaries,  
     treasurer and superintendent,  
 For printing stationery and office expenses,  
 For law expenses,  
     Other expenses in detail, as follows :

Total,

#### RECAPITULATION OF EXPENSES.

Maintaining roadway,  
 Repairs of machinery,  
 Operating,  
 Proportion of expenses due to passenger business,  
     "      "      "      "      freight      "  
 Total,

#### TABLE H.

##### EARNINGS, RECEIPTS AND PAYMENTS.

##### *Earnings and Receipts.*

From passengers,  
 From freight,  
     From other sources, viz :  
 Expresses,  
 Mails,  
 Rents,  
 Miscellaneous,

*Payments other than for Construction.*

For transportation expenses, viz:

For passenger business,  
For freight business,  
For other business, and what,  
For interest on funded debt,  
For interest on floating debt,  
For dividends,  
For carried to surplus fund,  
For amount of surplus fund,

## VALUE OF MATERIALS ON HAND.

Wood, cords of,  
Coal, tons of,  
Oil, gallons of,  
Waste, pounds of,  
Iron rails, tons of, old,  
Iron rails, tons of, new,  
Chairs, pounds of,  
Spikes, pounds of,  
Ties, number of,  
Iron and other metals, unwrought, .  
Iron and other metals, worked and partly worked,  
Lumber,

Other items specified as follows :

## COST OF TRANSPORTATION.

Actual cost of transporting freight per ton, per mile,  
Actual cost of transporting passengers, per mile,

## DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1863.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers, Way passengers, Through freight, Way freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows:						
Total,						

## DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers, Way passengers, Through freight, Way freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows :						
Total,						

TABLE I.

## ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS	
	Killed.	Injured.	Killed	Injured.
Trains thrown from track.....				
Struck by bridge, while on top of freight car .....				
Run over while walking on track...				
Injured at road crossing.....				
Total .....				

Total number of persons killed,

Total number of persons injured but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

## NUMBER OF EMPLOYEES AND COMPENSATION.

Conductors of passenger trains,

Amount of compensation,

Conductors of freight trains,

Amount of compensation,



Conductors of wood and gravel trains,	
Amount of compensation,	
Master mechanics,	
Amount of compensation,	
Road masters,	
Amount of compensation,	
Men in repair shops,	
Amount of compensation,	
Enginemen of passenger trains,	
Amount of compensation,	
Enginemen of freight trains,	
Amount of compensation,	
Enginemen of wood and gravel trains,	
Amount of compensation,	
Firemen,	
Amount of compensation,	
Baggagemen,	
Amount of compensation,	
Switchmen,	
Amount of compensation,	
Section men, (foremen,)	
Amount of compensation,	
Section hands,	
Amount of compensation,	
Watchmen,	
Amount of compensation,	
Station agents,	
Amount of compensation,	
Other laborers,	
Amount of compensation,	
Clerks connected with passenger business,	
Amount of compensation,	

Clerks connected with freight business,  
Amount of compensation,  
Superintendent of bridges—salary,  
Wood agent “  
Other agents—how employed—and the salary of each, as follows, viz:

The treasurer is required to state the amount of surplus (if any), the amount of net earnings, on 31st Aug., 186—also the net earnings up to 30th June, 186—and to state amount of payments to surplus fund—payments of interest, coupons, on funded debt, and other disbursements in detail, so as to show the true condition of the finances of the company on the 30th day of June, 1863. Such statement may be in the form of a general account, and must be verified by the oath of the Treasurer.

STATE OF VERMONT, }                      day of                      186  
COUNTY, SS. }

I, \_\_\_\_\_ treasurer of  
the \_\_\_\_\_ railroad  
company, do solemnly swear that the above is a true state-  
ment of the condition of the finances of said company, their  
trustees, or assignees or lessees, on the 30th day of June  
186

Treasurer.

Sworn before me,

Justice of the Peace.

## OFFICERS OF THE COMPANY.

## SALARIES.

Trustees,  
 President,  
 Superintendent,  
 Treasurer,

NOTE.—State the amount of each.

STATE OF VERMONT, }  
 COUNTY, SS. }

depose and say  
 that the facts set forth, and statements made in the forego-  
 ing report, which has been signed by      are true and cor-  
 rect according to the best of      knowledge, information  
 and belief.

Signed,

Subscribed and sworn to before me this      day of

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## ANNUAL REPORT

OF THE ATLANTIC & ST. LAWRENCE RAILROAD COMPANY  
FOR THE YEAR ENDING JUNE 30, 1863.

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## TABLE A.

## STOCK AND DEBTS.

Capital stock authorized by charter,	\$4,000,000
The amount paid in,	2,494,900
Funded debt,	3,472,000
Floating “	nothing
Interest six per cent.	

The coupons are paid by the lessees.

## TABLE B.

## COST OF CONSTRUCTION.

Total cost of construction as per last report, \$6,788,354 72

Two thirds of the road was built at a stipulated price per mile, consequently cannot be apportioned.

Nothing has been paid for interest, discount, &c., charged to construction account.

TABLE C.

## EQUIPMENT.

Total cost of equipment as per last report,	\$865,734 76
Total cost of road and equipment,	7,654,089 48

TABLE D.

## CHARACTERISTICS OF ROAD.

Length of road, (within state of Vermont)	30 1-2 miles
“ “ completed,	30 1-2 “
“ “ branches,	none
“ “ side tracks,	about 1 1-5 miles
Weight of rail per yard,	63 lbs.

## CHARACTER AND LENGTH OF BRIDGING.

	No of structures	No of spans.	Length of bridging, in feet.
Pile bridging, with one draw.....	1		1519
Truss bridging, 50 feet span and under...	10	10	400
Truss do., from 50 to 100 feet span.....	2	2	120
Truss do., from 100 to 150 feet span.....	14	14	1750
Truss do., 150 feet span and over.....			
Stone arch bridges.....	2	2	120
Totals.....	29	28	3909

NOTE.—In addition to the above bridges, there are on the line 16 iron bridges, three of which are 300 feet each in length, in spans of 75 feet; one over the Connecticut, one over Wild River and the other over Presumpscot River. Whole length of above Bridges 1510 feet.

Number of road crossings at grade,	63
Number of road crossings above and below grade,	6
Number of cross ties per mile,	2400
Chairs, number per mile,	about 600
Whole number of switches on main track,	about 100

## GRADIENTS AND ALIGNMENT.

Level, number of miles, and grades to 20 feet,	97.27
Maximum grade,	60 feet
Amount of straight line, miles,	89 1-2 miles
Amount of curved line, miles,	59 1-2 "
Maximum radius,	5730 feet
Minimum radius,	955 "
Sum of ascents going in one direction,	1929 "
Sum of ascents going in opposite direction,	757 "
Height of termini and summit above tide water.	1178 "

The charter of the Atlantic and St. Lawrence railroad within the State of Vermont extends from the Connecticut river at Bloomfield to the boundary line in Norton. But the entire line from Portland to Montreal is worked in divisions, of which the point of Junction is at Island Pond in Brighton.

## BUILDINGS AND FIXTURES.

Passenger houses,	29
Freight houses,	22
Engine houses,	8
Repair shops,	6
Water stations,	17
Dwellings,	2
Wood sheds,	26
Turn tables,	10

Other buildings, as follows:

Two hotels,  
Ten store-houses on wharves in Portland for Ocean and Boston steamers.

## EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1863.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....		1	8	25	1
Requiring slight repairs.....			2	5	
Requiring heavy repairs.....			1	1	
Worn out.....					

Number of cars owned by the company, June 30, 1863. 565

First class 8 wheel passenger cars in good repair, 17

Baggage, express and mail cars in good repair, 7

Covered freight & cattle 8 wheel cars, in good repair,	} 541
Covered freight & cattle 8 wheel cars, wanting repair,	
Platform 8 wheel cars, in good repair,	
Other freight cars,	
Gravel cars,	

## TABLE E.

BUSINESS OF THE YEAR ENDING DEC. 31, 1862.

Miles run by passenger trains,	131,470
Miles run by freight trains,	439,682
Miles run by gravel and construction trains,	} 230,113
Miles run by wood trains,	

Average rate of speed, including stops :

Ordinary passenger trains,	23 miles
Express trains,	26 "
Freight trains,	13 "

Rate of fare charged first class through pas-  
sengers, per mile, about 2 3-4 cts.

Rate of fare charged first class way passen-  
gers, per mile, about 3 cts.

## TABLE F.

## EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending June 30, 1863.

Books so kept cannot be answered in detail.

## COST OF REPAIRS OF MACHINERY.

Books so kept cannot be answered in detail.

## TABLE G.

## COST OF OPERATING THE ROAD,

For the year ending June 30, 1863.

Books not classified to conform to above table. Answers cannot be given.

## RECAPITULATION OF EXPENSES.

Total, year ending December 31, 1862,	\$544,532 19
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## TABLE H.

## EARNINGS, RECEIPTS AND PAYMENTS.

*Earnings and Receipts.*

From passengers, (year ending Dec. 31, '62,)	\$133,195 20
From freight, " "	556,359 96
From other sources, viz :	
Expresses, (year ending Dec. 31, 1862,)	{ 39,555 69
Mails, " "	
Rents, " "	

*Payments other than for Construction.*

Dividends on Stock for the six months ending 31st Dec., 1862, at the rate of six per cent., to be paid in scrip of the Grand Trunk railway company ; and for the six months ending June 30, 1863, at the rate of four per cent., in cash.

The statements of receipts and expenses apply to the Portland Division, extending from Island Pond to Portland.



## DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1863.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers. Way passengers, Through freight, Way freight, Express, Transport of mails. Use of engines, Use of cars, Rent, Other earnings specified in detail as follows:						
Total,						

Cannot be answered in detail.

## DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers, Way passengers, Through freight, Way freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows :						
Total,						

Cannot be answered in detail.

## TABLE I.

## ACCIDENTS.

No accident, by which any person was injured, has occurred within the state of Vermont during the past year.

## TABLE J.

## NUMBER OF EMPLOYEES AND COMPENSATION.

The employees of the company, being employed upon the two divisions of the road, one south of Island Pond, extending to Portland, the other north of Island Pond, extending to the boundary line and Montreal, no specific statement can be made under the head of inquiry, as applicable to the State of Vermont.

The earnings of the Road are received by the lessees. The lessors have no interest in them while the rent is paid, and the accounts are so kept by the Grand Trunk railway company as not to admit of an answer to the above as contemplated.

The directors of the Atlantic and St. Lawrence railroad company, on presenting this their annual report, beg leave to offer a copy of their statement made to your predecessor the last year, which is as follows :

“The directors of the Atlantic and St. Lawrence railroad company, in making their answers to the foregoing questions, beg to state, that their road being under lease to the Grand Trunk railway company of Canada, as set forth in a former report, and being under the exclusive management of that company, their information upon which these statements are based, is derived partly from their own records and files, but

principally from the officers and agents of that company at Portland, and from their books and accounts there kept; and though they are not personally cognizant of many of the facts, and state them from information thus derived, and not as wholly within their own knowledge, they have no doubt of the correctness of the statements made. As the books of the company have been from the first and are now kept in a method to conform to the requirements of another jurisdiction, very many of the questions in the tables cannot be answered; and such as are answered must apply to the whole line of the road from Portland to the line of Vermont. Answers are however given as fully as the information in their possession will admit of.

“The same course substantially has been adopted by the Directors in their reports to the Vermont authorities during the time their road has been under lease, and they trust that in this case it will be satisfactory. They have no doubt, if more explicit answers are required upon any matter, it will be readily furnished by the lessees of the road, so far as it is in their power so to do, intimation to that effect being given to them, or to the authorized agents or officers on the line.”

STATE OF MAINE, }  
CUMBERLAND COUNTY, SS. }

The subscribers, a majority of the directors of the Atlantic and St. Lawrence railroad company, depose and say that the facts set forth and statements made in the foregoing report, which has been signed by us, are true and correct according to the best of our knowledge, information and belief.

Signed,

CHAS. E. BARRETT,  
I. B. BROWN,  
BYRON GREENOUGH, } *Directors.*  
P. BARNES,  
J. L. FARMER,

Subscribed and sworn to before me this 23rd day of Sept.,  
1868.

H. ILSLY, *Justice of Peace.*

## ANNUAL REPORT

OF THE VERMONT & CANADA RAILROAD COMPANY FOR  
THE YEAR ENDING JUNE 30, 1863.

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### TABLE A.

#### STOCK AND DEBTS.

The stock of this company has been fixed by a decision of the Supreme Court made in 1861, to have been when the suit was commenced in 1855, \$1,348,500. To which should be added the sum of \$32,700 for which stock was issued since the commencement of the suit in which was made the decision before alluded to. This company has no funded debt, no floating debt of any magnitude. In 1849 this road was leased to the Central railroad company, at 8 per cent. per annum on its cost. There is a large debt due the company for back rent; the precise amount cannot now be stated, as there is a controversy between the company and the creditors of the Central company as to the balance now due. A suit in Chancery is now pending in which this question will be settled.

## TABLE B.

## COST OF CONSTRUCTION.

The cost of construction is represented by amount of capital stock. The amount expended in constructing the road into Burlington, as required by the act of 1859, has not yet been settled. A suit now pending will determine the amount. For amount expended, stock will be hereafter issued. Some payments have been made for land damages and other matters connected with the original construction of the road, for which stock has not been issued. This matter is also involved in the suit above mentioned. The corporation are now extending their road from Swanton to Canada line, in Highgate, as required by the charter and acts in addition thereto.

## TABLE C.

## EQUIPMENT.

The company have no equipment. The road being leased to the Central company, as before stated, and is operated by that company.

## TABLE D.

## CHARACTERISTICS OF ROAD.

For the information sought by this table and those following, so far as they are not answered, reference is made to the report of the managers and receivers in the matter of the Vermont Central Company.

## TABLE J.

As previously stated, the Vermont and Canada road is leased to the Central company, and is now operated in connection with the Central road by receivers, under the order of the court of chancery.

The statement of receipts and disbursements will appear in gross in receiver's report. The last payment of interest of four per cent. was made to stockholders on the 1st of June, 1863.

STATE OF VERMONT, } St. Albans, 28th day of September,  
FRANKLIN COUNTY, SS. } 1863.

I, W. C. Smith, treasurer of the Vermont & Canada railroad company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 30th day of June, 1863.

W. C. SMITH, *Treasurer.*

Sworn before me,

N. F. WOOD, *Master in Chancery.*

#### OFFICERS OF THE COMPANY.

##### *Directors.*

LUCIUS B. PECK, *President*,  
E. MOTT ROBINSON,  
EDWARD BLAKE,  
JOHN PORTER, *Vice President*,  
W. C. SMITH,  
JED P. CLARK,  
BENJ. CHENEY.

#### SALARIES.

President,	\$2000
Treasurer,	1000
EDWARD BLAKE; Transfer Agent,	1000

LUCIUS B. PECK, *President.*



STATE OF VERMONT, }  
WASHINGTON COUNTY, SS. }

I, Lucius B. Peck, President of the Vermont & Canada railroad company, depose and say that the facts set forth and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

Signed,

LUCIUS B. PECK.

Subscribed and sworn to before me this 30th day of Sept., 1863.

B. F. FIFIELD, *Master in Chancery.*

## ANNUAL REPORT

ANNUAL REPORT OF THE TRUSTEES VERMONT CENTRAL  
RAILROAD COMPANY, FOR THE YEAR ENDING MAY  
31, 1863.

### TABLE A.

#### STOCK AND DEBTS.

Capital stock not limited. One hundred thousand shares issued.

\$2,000,000 first mortgage bonds and \$1,500,000 second mortgage bonds issued at 7 per cent. interest.

### TABLE B.

#### COST OF CONSTRUCTION.

Total cost of construction as per last report, \$8,402,054 92

### TABLE C.

#### EQUIPMENT.

The cost of new equipment is charged in this report as part of the running expenses, under the head of "Repairs of Machinery."

## TABLE D.

## CHARACTERISTICS OF ROAD.

Length of road, Vermont Central,	117 miles
“ “ Vermont and Canada,	55 1-2 “
“ “ completed,	172 1-2 “
“ “ branches,	2 “
“ “ side tracks,	25 “
Weight of rail per yard,	54 to 60 lbs.

## CHARACTER AND LENGTH OF BRIDGING.

	No of structures	No of spans.	Length of bridging, in feet.
Trestle bridging.....	8		7990
Truss bridging, 50 feet span and under...	45	55	1595
Truss do., from 50 to 100 feet span.....	6	6	357
Truss do., from 100 to 150 feet span.....	19	30	3681
Truss do., 150 feet span and over.....	13	27	4240
Draws.....	2		339
Totals.....	93	118	18202

Number of road crossings at grade,	87
Number of road crossings above and below grade,	33
Number of cross ties per mile,	about 2060
Chairs, number per mile,	440 to 700
Whole number of switches on main track,	95

## GRADIENTS AND ALIGNMENT.

Level, number of miles,	unknown
Maximum grade,	45 feet to a mile
Amount of straight line, miles, Vt. Central,	83 miles
Amount of curved line, miles, “	34 “
Maximum radius,	11460 feet
Minimum radius,	1146 “
Sum of ascents going in one direction,	unknown

Sum of ascents going in opposite direction,	unknown
Height of termini and summit above tide water,	unknown.

## BUILDINGS AND FIXTURES.

Passenger houses,	33
Freight houses,	22
Engine houses,	5
Repair shops,	3
Water stations,	27
Dwellings,	13
Wood sheds,	49
Turn tables,	4

Other buildings, as follows :

Car houses,	3
Ice houses,	5

## EQUIPMENT.

Number of locomotives owned by the Company on the 31st day of May, 1863.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....			4	30	
Requiring slight repairs.....				4	
Requiring heavy repairs.....			2	2	
Worn out.....					

Number of cars owned by the company, May 31, 1863 :

First class 8 wheel passenger cars in good repair,	25
First class 8 wheel passenger cars wanting repair,	4
Second class 8 wheel passenger cars in good repair,	6
Baggage, express and mail cars in good repair,	7
Baggage, express and mail cars wanting repair,	4
Covered freight & cattle 8 wheel cars, in good repair,	610
Covered freight & cattle 8 wheel cars, wanting repair,	51

Platform 8 wheel cars, in good repair,	130
Gravel cars,	50
Average weight of passenger cars,	12 tons
“ “ baggage “	10 “
“ “ box “	7 1-2 “
“ “ platform “	6 “

## TABLE E.

## BUSINESS OF THE YEAR.

Miles run by passenger trains,	302,314
Miles run by freight trains,	498,065
Miles run by gravel and construction trains,	23,906
Miles run by wood trains,	11,984
Number of through passengers carried in cars,	72,121 1-2
Number of way passengers,	108,639
Number of miles traveled by way passengers,	2,781,008 1-2
Average distance traveled by way passengers, miles,	25 6-10
Number of tons of through freight,	136,065 <sup>1174</sup> / <sub>2000</sub>
Number of tons of way freight,	150,116 <sup>1599</sup> / <sub>2000</sub>
Number of tons of way freight carried 1 mile,	13,203,080 <sup>1334</sup> / <sub>2000</sub>
No. of tons of thro' freight moved towards market,	103,908 <sup>1157</sup> / <sub>2000</sub>
“ “ “ from “	32,157 <sup>77</sup> / <sub>2000</sub>
“ way “ towards “	134,269 <sup>589</sup> / <sub>2000</sub>
“ “ “ from “	15,847 <sup>1016</sup> / <sub>2000</sub>
Average rate of speed, ordinary passenger trains,	22 miles
Average rate of speed of express trains,	25 “
Average rate of speed of freight trains,	12 “
Rate of fare charged first class through passen- gers, per mile,	2 1-2 cents
Rate of fare charged first class way passen- gers, per mile,	3 1-4 cents

Average rate of fare charged second class passengers, per mile,	variable
Rates of freights vary from one to six cents per ton a mile, according to the season, &c.	
Total number of tons of freight carried 1 mile,	30,508,785 <sup>340</sup> / <sub>2000</sub>
Total number of passengers carried 1 mile,	7,511,354 1-2

TABLE F.

## EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending May 31, 1863.

Ordinary repairs of road bed and superstructure,	\$98,523 69
Cost of new rails used in repairs,	33,753 37
Cost of repairs of rails,	12,958 70
Number of cross ties used for renewals, 60,000,	
Cost of same,	10,696 92
Cost of relaying rails and ties,	9,880 73
Insurance and taxes on real estate,	4,952 40
Repairs of bridges,	26,163 03
“ stations and tenements,	74,790 28
“ fences,	3,405 20
Total,	275,124 32

## COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$49,075 89
Repairs of passenger and baggage cars,	22,961 80
Repairs of freight cars,	41,678 82
Repairs of tools and machinery in work shops,	13,278 77
Oil used about workshops, and depots,	2,276 05
Fuel, “ “ “	8,439 75
Waste,	300 34

Other items in detail as follows:

Repairs of gravel cars,	3,054 96
-------------------------	----------

Repairs of section and hand-cars and road tools,	2,798 32
Repairs of snow-plows,	757 02
Total,	<u>\$144,621 72</u>

TABLE G.

## COST OF OPERATING THE ROAD,

For the year ending May 31, 1863.

Wood including the cost of preparing the same,	\$77,800 25
No. cords of wood used by locomotives,	29,420
Number of cords of wood used at stations,	982
“ tons of coal “ “	116
Number of cords lost by fire,	31
Number of gallons of oil,	17,863
Number of pounds of waste,	25,820
Cost of oil and waste for engines and tenders,	11,028 03
“ “ pass. and baggage cars,	1,167 40
“ “ freight cars,	6,511 05
Loss and damage of goods,	3,122 70
Loss and damage of baggage,	110 20
Damages for injuries to persons,	68 21
Damages to property, including fire, and animals killed on road,	238 41
Agents at stations, &c,	26,067 90
Clerks in general offices, &c.,	4,740 47
Labor loading and unloading freight,	12,405 59
Porters and watchmen,	4,029 70
Switchmen,	3,220 12
Advertising,	835 83
Conductors, baggagemen and brakemen,	25,361 57
Depot furniture,	2,778 82
Enginemen and firemen,	31,985 28
For salaries of trustees, president, directors, secretaries, treasurer and superintendent,	14,366 30

## VERMONT CENTRAL RAILROAD.

43

For printing, stationery and office expenses,	1,314 07
For law expenses,	8,345 22

Other expenses in detail, as follows :

Union draw boat,	1,001 77
Telegraph, express and mails,	1,217 16
Government taxes,	4,833 94
General expenses other than above,	15,862 60
<b>Total,</b>	<b>\$258,412 59</b>

## RECAPITULATION OF EXPENSES.

Maintaining roadway,	275,124 32
Repairs of machinery,	144,621 72
Operating,	258,412 59
<b>Total,</b>	<b>\$678,158 63</b>

## TABLE H.

## EARNINGS, RECEIPTS AND PAYMENTS.

*Earnings and Receipts.*

From passengers,	\$228,664 68
From freight,	683,289 56
From other sources, viz :	
Expresses,	5,300 01
Mails,	23,193 50
Rents,	597 84
<b>Total,</b>	<b>\$941,045 59</b>

## VALUE OF MATERIALS ON HAND.

Wood, 42,179 cords,	\$93,514 49
Oil, 1,070 gallons,	895 00
Waste, 9,500 pounds,	1,900 00
Iron and other metals, unwrought,	} 51,870 33
Iron and other metals, worked & partly worked,	
Lumber,	5,768 19

Other items specified as follows :

Sundries in shops,	6,579 12
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## DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31, 1863.

SOURCE.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.
Through passengers,	7,703 20	11,332 75	17,479 43	13,732 86	14,433 15	10,065 60
Way passengers,	5,106 39	6,631 81	8,718 61	8,607 15	8,116 44	6,488 63
Through freight,	54,679 82	50,852 51	49,763 90	58,532 08	71,448 08	59,628 74
Way freight,	4,282 16	3,668 23	3,423 48	4,257 16	6,498 93	4,433 88
Express,	441 66	441 67	441 67	441 66	441 66	441 67
Transport of mails,	1,933 33	1,933 33	1,933 34	1,933 33	1,933 34	1,933 33
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows:						
Total,	74,146 56	74,860 30	81,760 43	87,404 24	102,871 60	82,991 85

## DETAILS OF EARNINGS, CONTINUED.

SOURCE.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.
Through passengers,	8,740 73	7,624 93	7,764 13	10,796 68	13,158 13	11,359 16
Way passengers,	5,633 64	5,197 91	4,216 30	6,334 17	8,287 04	21,135 84
Through freight,	59,924 37	56,997 74	38,534 57	36,089 24	40,568 09	56,295 37
Way freight,	4,838 44	2,926 68	3,284 19	3,745 39	3,638 44	5,078 07
Express,	441 66	441 67	441 67	441 66	441 67	441 69
Transport of mails,	1,933 34	1,933 33	1,933 33	1,933 34	1,933 33	1,926 83
Use of engines,						
Use of cars,						597 84
Rent,						
Other earnings specified in detail as follows :						
Total,	81,512 18	75,122 26	56,174 19	59,340 48	68,026 70	96,834 80

TABLE I.

## ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track.....				
Struck by bridge, while on top of freight car .....				
Run over while walking on track...			1	
Injured at road crossing.....				
Total .....				

October 21, 1862. Foster, a brakeman, fell from a freight train while in motion, at White River Junction, and was injured so as to cause his death the same night.

February 20, 1863. Michael Dunovan, a brakeman, fell from a freight train while in motion, between St. Albans and Georgia, and was run over by the train and instantly killed.

April 24. A person named Paro, while walking on the track on the beach between Alburgh and West Alburgh, was run over by the accommodation train and killed. He was supposed to be intoxicated.

TABLE J.

## NUMBER OF EMPLOYEES AND COMPENSATION.

6 Conductors of passenger trains,	\$45 to \$60 per month
19 Conductors of freight trains,	25 10 to 45 per month
2 Conductors of wood and gravel trains,	50 per month
1 Master mechanic,	2,000 per year
2 Road masters,	52 and 75 per month
175 Men in repair shops,	1 to 3 per day
12 Enginemen of passenger trains,	2 25 per day
17 Enginemen of freight trains,	1 75 to 2 25 per day

2 Enginemen of wood and gravel trains,	2 25 per day
32 Firemen,	1 30 per day
5 Baggage-men,	35 to 40 per month
10 Switchmen,	average 1 00 per day
39 Section men, (foremen,)	1 35 per day
205 Section hands,	1 00 per day
20 Watchmen,	40 cts. to 1 10 per day
33 Station agents,	10 to 60 per month
255 Other laborers,	1 00 to 1 50 per day
2 Clerks connected with pass. business,	\$20 and 55 per m.
3 Clerks connected with ft. business,	\$40 to 58 per month
1 Superintendent of bridges—salary,	1,000 per year
1 Wood agent “	1,000 per year

## OFFICERS OF THE COMPANY.

*Trustees First Mortgage Bonds and Managers.*

L. BRAINERD,

JOSEPH CLARK,

J. GREGORY SMITH.

G. MERRILL, *Sup't for Trustees and Managers.*G. M. DEXTER, *President.*W. C. SMITH, *Treasurer.*E. W. PECK, *Clerk.*

STATE OF VERMONT, } St. Albans, August, 14, 1863.  
FRANKLIN COUNTY, SS. }

We depose and say that the facts set forth and statements made in the foregoing report, which has been signed by us, are true and correct according to the best of our knowledge, information and belief.

Signed, L. BRAINERD,  
JOSEPH CLARK, } Trustees &c., &c.  
J. GREGORY SMITH, }

Subscribed and sworn to before me this 14th day of Aug.,  
1863.

JEPHTHA BRADLEY, *Justice of the Peace.*

## ANNUAL REPORT

OF THE VERMONT VALLEY RAILROAD COMPANY FOR THE  
YEAR ENDING JUNE 30, 1863.

## TABLE A.

## STOCK AND DEBTS.

The amount of capital, as by charter, with right to increase,	\$500,000 00
The amount of capital subscribed,	535,000 00
The amount of capital paid, as by last report,	516,163 82
The amount of capital now paid in,	516,163 82
Number of shares 5358 original stock, par value, \$100 per share—cash realized,	516,153 82

*Funded Debt.*

Funded debt as per last report,	\$793,200
Total funded and floating debt now,	793,200
Interest on funded debt \$679,200 at 7 per cent.;	
114,000 at 6 per cent.	

*Classes of Funded Debt.*

	No. 1.	No. 2.
Amount.....	\$500,000	\$293,200
Date of issue.....	April 1, 1850	Oct. 1, 1854
Date of payment. ....	" 1, 1860	" 1, 1859
Annual rate of interest.....	386,000 7 per ct.	} 7 per cent.
	114,000 6 per ct.	
Interest when payable.....	April 1, Oct. 1.	Oct. 1, April 1.
Cash realized .....	500,000	175,920
Nature and character of security,	Mortgage.	Mortgage.

Both classes of bonds are payable in New York, and are not convertible.

The balance of coupons due April 1, 1857, has been paid since last report; and coupons due Oct. 1, 1857, are now being paid.

TABLE B.

## COST OF CONSTRUCTION.

Cost of construction as per last report,	\$1,212,274 40
Expended since last report, viz :	
For graduation and masonry,	nothing
“ bridges,	“
“ rails,	“
“ chairs, spikes and ties,	“
“ laying superstructure,	“
“ buildings and fixtures,	

TABLE C.

## EQUIPMENT.

Total cost of equipment as per last report,	<u>\$89,611 79</u>
Total cost of road and equipment,	\$1,301,886 19

TABLE D.

## CHARACTERISTICS OF ROAD.

Length of road,	23 <sup>89</sup> / <sub>100</sub> miles
“ “ completed,	23 <sup>89</sup> / <sub>100</sub> “
Weight of rail per yard,	57 lbs.

## CHARACTER AND LENGTH OF BRIDGING.

	No of structures	No of spans.	Length of bridging, in feet.
Trestle bridging.....	2	10	100
Truss bridging, 50 feet span and under...	2	1	45
Truss do., from 50 to 100 feet span.....			
Truss do., from 100 to 150 feet span.....	1	1	116
Truss do., 150 feet span and over.....	2	6	132
Draws.....			391
Totals.....	7	18	784

Number of road crossings at grade, 11

Number of road crossings above and below grade, 3

Number of cross ties per mile, 2000

Chairs, number per mile, 586

## GRADIENTS AND ALIGNMENT.

Level, number of miles, 7 61-100

Maximum grade, 32 feet

Amount of straight line, miles, 10 72-100

Amount of curved line, miles, 12 97-100

Maximum radius, 872 feet

Minimum radius, 600 "

## BUILDINGS AND FIXTURES.

Passenger houses, 4

Freight houses, 4

Engine houses, 1

Repair shops, 1

Water stations, 2

Dwellings, none

Wood sheds, 3

Turn tables, none

Other buildings, as follows:

One building for storing passenger cars.



## EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1863.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....		3	1		
Requiring slight repairs.....					
Requiring heavy repairs.....					
Worn out.....					

Number of cars owned by the company, June 30, 1863:

First class 8 wheel passenger cars in good repair,	3
First class 8 wheel passenger cars wanting repair,	1
Baggage, express and mail cars wanting repair,	2
Covered freight & cattle 8 wheel cars, in good repair,	26
Covered freight & cattle 8 wheel cars, wanting repair,	5
Platform 8 wheel cars, in good repair,	8
Average weight of passenger cars,	no means of weighing
“ “ baggage “ “ “ “	
“ “ box “ “ “ “	
“ “ platform “ “ “ “	

## TABLE E.

## BUSINESS OF THE YEAR.

Miles run by passenger trains,	31,995
Miles run by freight trains,	16,150
Miles run by wood trains,	850
Number of through passengers carried in cars,	50,050
Number of way passengers,	9,550
Number of miles traveled by way passengers,	102,758
Average distance traveled by way passengers, miles,	10 4-5
Number of tons of through freight,	31,882 <sup>223</sup> / <sub>1000</sub>
Number of tons of way freight,	1,663 <sup>672</sup> / <sub>1000</sub>

Number of tons of way freight carried 1 mile,	18,093 <sup>303</sup> <sub>1000</sub>
Average rate of speed, ordinary passenger trains,	26 miles
Average rate of speed of freight trains,	12 "
Rate of fare charged first class through passengers, per mile,	3 1-2 cents
Rate of fare charged first class way passengers, per mile,	3 6-10 cents
Average rate of fare charged second class passengers, per mile,	2 7-10e
Rate per ton per mile charged on 1st class thro' freight,	4e
Rate per ton per mile charged on 2d class thro' freight,	3c
Rate per ton per mile charged on 3d class thro' freight,	2 1-2c
Rate per ton per mile charged on 1st class way freight,	8e
Total number of tons of freight carried 1 mile,	783,266 <sup>618</sup> <sub>1000</sub>
Total number of passengers carried 1 mile,	1,303,858

TABLE F.

## EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending June 30, 1863.

Ordinary repairs of road bed and superstructure,	\$7,730 33
Cost of new rails used in repairs, say rolling 98 tons,	2,628 28
Number and weight of chairs, 550,	291 20
Weight of spikes, 11,000 lbs.,	217 18
Cost of repairs of rails,	1,215 20
Number of cross ties used for renewals, 7218,	
Cost of same,	1,628 36
Insurance and taxes on real estate,	531 75
Repairs of bridges,	48 25
“ stations,	14 89
“ fences,	6 00
Total,	<u>\$14,311 44</u>

## COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$1,853 69
Repairs of passenger and baggage cars,	1,813 36
Repairs of freight cars,	931 02
Repairs of tools and machinery in work shops,	nothing
Oil used about workshops, and depots,	"
Fuel, " " "	"
Waste,	"
Total,	<hr/> \$4,598 07

## TABLE G.

## COST OF OPERATING THE ROAD,

For the year ending June 30, 1863.

Wood including the cost of preparing the same,	\$4,022 87
No. cords of wood used by locomotives,	1514
" tons of coal " "	none
Number of cords of wood used at stations,	50
" tons of coal " "	none
Number of cords lost by fire,	none
Number of gallons of oil,	890
Number of pounds of waste,	1766
Cost of oil and waste for engines and tenders,	} 1,436 74
" " pass. and baggage cars,	
" " freight cars,	
Loss and damage of goods,	nothing
Loss and damage of baggage,	"
Damages for injuries to persons,	"
Damages to property, including fire, and animals killed on road,	5 00
Office expenses and stationery,	261 03
Number of agents, 5,	1,464 00
Number of clerks, 2,	1,280 00

Labor loading and unloading freight,	}	1,110 00
Porters and watchmen,		
Switchmen, <sup>2</sup>		
Wood and water station attendance,		none
Conductors and baggagemen,		1,218 00
Brakemen,		1,038 00
Enginemen and firemen,		2,107 36
For salaries of trustees, president, directors, secretaries, treasurer and superintendent,		3,300 00
Total,		<u>\$17,240 00</u>

## RECAPITULATION OF EXPENSES.

Maintaining roadway,	14,311 44
Repairs of machinery,	4,598 07
Operating,	17,240 00
Proportion of expenses due to passenger business,	unknown
“ “ “ “ freight “ “	
Total,	<u>\$36,149 51</u>
Paid Vt. & Mass. railroad for services of agent, use of track at Brattleboro, &c,	1,666 67
Total,	<u>\$37,816 18</u>

## TABLE H.

## EARNINGS, RECEIPTS AND PAYMENTS.

*Earnings and Receipts.*

From passengers,	\$33,914 37
From freight,	26,506 05
From other sources, viz :	
Expresses,	847 08
Mails,	3,000 00
Rents,	none
Miscellaneous,	“
Total,	<u>\$64,267 50</u>

## VALUE OF MATERIALS ON HAND.

Wood, 1444 cords,	\$3,536 71
Oil, 90 gallons,	135 00
Waste, 767 pounds,	115 05
Iron rails, 18 tons, old,	540 00
Iron rails, 14 tons, new,	490 00
Chairs, 610 pounds,	42 70
Spikes, 750 pounds,	37 50
Ties, 664 number,	166 00
Iron and other metals, unwrought,	} 6,000 00
Iron and other metals, worked & partly worked,	
Lumber,	

## DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1863.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,	2,187 15	3,469 42	2,861 35	3,698 31	1,446 25	1,405 21
Way passengers,	772 37	964 80	1,414 58	1,767 46	323 18	367 61
Through freight,	1,628 88	1,369 98	1,636 57	2,043 73	1,772 05	2,153 89
Way freight,	140 34	164 30	284 22	292 51	241 61	134 50
Express,	70 59	70 59	70 59	70 59	70 59	70 59
Transport of mails,	250 00	250 00	250 00	250 00	250 00	250 00
Use of engines,						
Use of cars,	139 61	107 99	157 49	179 91	144 51	15 44
Rent,						
Other earnings specified in detail as follows:						
Total,						

## DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,	1,401 07	1,325 83	1,848 51	1,867 74	1,671 36	2,063 28
Way passengers,	344 55	361 06	432 57	524 36	438 21	555 14
Through freight,	1,964 99	2,086 07	2,361 02	1,986 32	2,110 61	2,098 91
Way freight,	143 83	185 91	130 42	193 26	266 16	184 81
Express,	70 59	70 59	70 59	70 59	70 59	70 59
Transport of mails,	250 00	250 00	250 00	250 00	250 00	250 00
Use of engines,						
Use of cars,	107 99	53 63	180 35	85 41	102 66	49 17
Rent,						
Other earnings specified in detail as follows :						
Total,						

TABLE I.

## ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track.....	None.	None.	None.	None.
Struck by bridge, while on top of freight car .....				
Run over while walking on track...				
Injured at road crossing.....				
Total .....				

TABLE J.

## NUMBER OF EMPLOYEES AND COMPENSATION.

In connection with Conn. river railroad, 2		
conductors of passenger trains, each,	\$20	27 per month
1 Conductor of freight trains,		40 per month
Conductors of wood and gravel trains,		none
1 Master mechanic,		70 per month
Road masters,		none
Men in repair shops,		180 per month
1 Engineman of passenger trains,		60 per month
1 Engineman of freight trains,		55 per month
Enginemen of wood and gravel trains,		none
2 Firemen,		60 per month
1 Baggage-man, through, our proportion,		20 per month
Switchmen, watchmen and porter,		120 per month
4 Section men, (foremen,)		160 per month
19 Section hands,		485 per month
6 Station agents,		122 per month
Other laborers, breakmen and way baggage-men,		92 per month



Clerks connected with pass. business,	} 1,300 per month
Clerks connected with freight business,	
Superintendent of bridges—salary,	none
Wood agent	“ none

HENRY F. GREEN,

*Chief Clerk Vt. Valley Railroad.*

Net earnings, June 30, 1862, \$7,186 83

Net earnings, June 30, 1863, 26,451 32

Coupons paid for the year ending June 3, 1863, \$8,391

STATE OF VERMONT, }

WINDHAM COUNTY, SS. } 27th day of August, 1863,

I, James H. Williams, treasurer of the Vermont Valley railroad company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 30th day of June, 1863.

J. H. WILLIAMS, *Treasurer.*

Sworn before me,

H. E. STOUGHTON, *Master in Chancery.*

#### OFFICERS OF THE COMPANY.

##### *Directors.*

HUGH H. HENRY, *President,*

GOVERNEUR MORRIS,

ALEX. HAMILTON, JR.,

G. R. J. BOWDOIN,

JOEL PAGE,

CHARLES CHAPIN,

MADISON SLOAT,

JAMES H. WILLIAMS.

*Trustees.*

HUGH H. HENRY,  
GOVERNEUR MORRIS,  
ALEX. HAMILTON, JR.,

MADISON SLOAT, *Superintendent.*

JAS. H. WILLIAMS, *Treasurer.*

L. G. MEAD, *Clerk.*

## SALARIES.

Trustees,	\$10 per day
President,	10 per day
Superintendent,	\$1500 per year
Treasurer,	400 " "

STATE OF VERMONT, }  
WINDHAM COUNTY, SS. }

I, Henry F. Green, chief clerk of the Vermont Valley railroad company depose and say that the facts set forth and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

Signed, [Not signed.]

Subscribed and sworn to before me this 13st day of Aug.,  
1863.

RUSSELL HYDE, *Justice of the Peace.*

## ANNUAL REPORT

OF THE VERMONT & MASSACHUSETTS RAILROAD COMPANY  
FOR THE YEAR ENDING JUNE 30, 1863.

## TABLE A.

## STOCK AND DEBTS.

Capital stock, including the Greenfield Branch and Vermont portion,	\$3,200,000
Total amount of capital stock paid in,	2,214,225 15
Number of shares capital stock issued,	28,801
There is no debt except the funded debt which amounts to	888,200
which amount includes \$107,900 held by the trustees as a sinking fund.	

The amount paid for interest each year is six per centum  
on the above funded debt.

Interest coupons have always been promptly paid when  
due.

## TABLE B.

## COST OF CONSTRUCTION.

Cost of construction as per last report,	\$3,291,260 41
Nothing expended on this account since last report.	

## TABLE C.

## EQUIPMENT.

Total cost of equipment as per last report,	\$225,650 20
Total cost of road and equipment,	<u>\$3,516,910 61</u>

## TABLE D.

## CHARACTERISTICS OF ROAD.

Length of road,	69 miles
“ “ completed,	69 “
“ “ branches,	8 “
“ “ side tracks,	5 1-2 “
Weight of rail per yard,	56 lbs.

From an examination of the recorded survey and location of that portion of the Vermont and Massachusetts railroad in the towns of Vernon and Brattleboro, State of Vermont, the actual length is found to be 10 miles and 1661 feet. Side track 1 mile.

## CHARACTER AND LENGTH OF BRIDGING.

	No of structures.	No of spans.	Length of bridging, in feet.
Trestle bridging.....			
Truss bridging, 50 feet span and under...	11	15	
Truss do., from 50 to 100 feet span.....	2	2	
Truss do., from 100 to 150 feet span.....	12	44	
Truss do., 150 feet span and over.....			
Draws.....			
Totals.....	25	61	

Number of road crossings at grade,	63
Number of road crossings above and below grade,	21
Number of cross ties per mile,	2052
Chairs, number per mile,	556
Whole number of switches on main track,	70

## GRADIENTS AND ALIGNMENT.

Maximum grade,	58 feet
Amount of straight line, miles,	31 13-20
Amount of curved line, miles,	45 7-10

## BUILDINGS AND FIXTURES.

Passenger houses,	20
Freight houses,	20
Engine houses,	5
Repair shops,	4
Water stations,	9
Dwellings,	11
Wood sheds,	22
Turn tables,	5

## EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1863.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....			7		
Requiring slight repairs.....			2		
Requiring heavy repairs.....			1		
Worn out.....					

Number of cars owned by the company, June 30, 1863 :

First class 8 wheel passenger cars in good repair,	8
Baggage, express and mail cars in good repair,	5
Covered freight & cattle 8 wheel cars, in good repair,	84
Covered freight & cattle 8 wheel cars, wanting repair,	2
Platform 8 wheel cars, in good repair,	75
Other freight cars,	19
Average weight of passenger cars,	12 tons
“ “ baggage “	11 1-2 “
“ “ box “	8 “
“ “ platform “	6 1-2 “

## TABLE E.

BUSINESS OF THE YEAR, ENDING NOV. 30, 1862.

Miles run by passenger trains,	55,521
Miles run by freight trains,	54,395
Miles run by gravel and construction trains,	} 2,326
Miles run by wood trains,	
Number of through passengers carried in cars,	56,491
Number of way passengers,	29,348
Number of passengers having passes,	643
Number of miles traveled by way passengers,	534,100
Average distance traveled by way passengers, miles,	nearly 18
Number of miles traveled by passengers having <i>passes</i> ,	15,098
Number of tons of through freight, }	69,450 <sup><math>\frac{896}{1000}</math></sup>
Number of tons of way freight, }	
Number of tons of way freight carried 1 mile,	444,948 <sup><math>\frac{89}{1000}</math></sup>
No. of tons of thro' freight moved towards market,	42,187 <sup><math>\frac{176}{1000}</math></sup>
“ “ “ from “	14,378 <sup><math>\frac{142}{1000}</math></sup>
Average rate of speed, ordinary passenger trains,	22 miles
Average rate of speed of freight trains,	10 “
Rate of fare charged first class through passen- gers, per mile,	} 3 cts nearly
Rate of fare charged first class way passen- gers, per mile,	
Rate per ton per mile charged on 1st class thro' freight,	7 “
Rate per ton per mile charged on 2d class thro' freight,	6 “
Rate per ton per mile charged on 3d class thro' freight,	5 “
Rate per ton per mile charged on 1st class way freight,	10 “
	9

Rate per ton per mile charged on 2d class way freight,	8	“
Rate per ton per mile charged on 3d class way freight,	6	“
Total number of tons of freight carried 1 mile,	1,442,248	<sup>892</sup> / <sub>1000</sub>
Total number of passengers carried 1 mile,	1,699,354	

## TABLE F.

## EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending June 30, 1863.

Ordinary repairs of road bed and superstructure,	\$16,968	34
Cost of rails used in repairs,	4,974	91
Number and weight of chairs,	}	Included in above
Weight of spikes,		
Cost of repairs of rails,		
Number of cross ties used for renewals,		
Cost of same,		
Cost of relaying rails and ties,		
Insurance and taxes on real estate,	1,810	64
Repairs of bridges,	1,662	35
“ stations,	2,202	79
“ fences,	3,305	38
Total,	\$30,924	41

## COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$8,281	76
Repairs of passenger and baggage cars,	2,448	14
Repairs of freight cars,	7,193	21
Repairs of tools and machinery in work shops,	317	76
Oil used about workshops, and depots,	}	elsewhere
Fuel, “ “ “		
Waste,		

Other items in detail as follows:

Repairs of gravel cars,	220	72
Total,	\$18,461	59

## TABLE G.

## COST OF OPERATING THE ROAD,

For the year ending June 30, 1863.

Wood including the cost of preparing the same,	\$9,744 55
Cost of oil and waste for engines and tenders,	} 1,746 00
“ “ pass. and baggage cars,	
“ “ freight cars,	
Loss and damage of goods,	} 620 56
Loss and damage of baggage,	
Damages to property, including fire, and animals killed on road,	
Incidental expenses,	3,846 86
18 station agents, and two agents at Charlestown, Massachusetts,	
3 Clerks at office at Fitchburg,	
Clearing snow,	304 80
Porters, watchmen and switchmen,	2,967 21
Water station expense,	181 65
Conductors, baggagemen, brakemen, enginemen and firemen included in freight and passenger department expenses.	
For salaries of trustees, president, directors, secretaries, treasurer and superintendent,	5,400 00
For printing, stationery and advertising,	506 91
For law expenses,	261 00
Expenses of passenger department,	10,281 13
“ freight “	14,140 53
Rent to Connecticut River railroad company,	1,500 00
United States Revenue Tax,	1,582 99
Total,	53,084 19

## RECAPITULATION OF EXPENSES.

Maintaining roadway,	30,924 41
Repairs of machinery,	18,461 59



Operating,	53,084 19
Total,	<u>\$102,470 19</u>

## TABLE H.

## EARNINGS, RECEIPTS AND PAYMENTS.

*Earnings and Receipts.*

From passengers,	\$73,377 82
From freight,	117,604 03
From other sources, viz :	
Expresses,	3,952 92
Mails,	6,000 00
Rents,	42,438 59
Miscellaneous,	2,153 13
Tolls,	829 00
Total,	<u>\$246,355 49</u>

*Payments other than for Construction.*

For transportation expenses, viz:

For passenger business,	} 102,470 19
For freight business,	
For other business, and what,	
For interest on funded debt,	} elsewhere
For interest on floating debt,	
For dividends,	} expressed
For carried to surplus fund,	
For amount of surplus fund,	

## VALUE OF MATERIALS ON HAND.

Wood, 2000 cords,	\$5,500 00
Oil, 250 gallons,	225 00
Waste, 150 pounds,	37 50
Iron rails, 200 tons, old,	8,000 00

Chairs, 8000 pounds,	200 00
Spikes, 750 pounds,	33 75
Ties, 1000 number,	250 00
Iron and other metals, unwrought,	} 7,700 00
Iron and other metals, worked & partly worked,	
Lumber,	

## DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1863.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,	6,949 30	7,809 46	8,213 69	6,623 71	6,094 88	4,616 65
Way passengers,						
Through freight,	8,531 52	7,634 39	8,466 35	9,428 14	8,695 92	10,179 62
Way freight,						
Express,	329 41	329 41	329 41	329 41	329 44	329 41
Transport of mails,	500 00	500 00	500 00	500 00	500 00	500 00
Use of engines,						
Use of cars,						
Rent,	3,622 96	3,255 83	3,686 67	3,639 62	3,262 50	3,679 17
Other earnings specified in detail as follows:						
Tolls,	64 00	141 00	80 00	60 00	90 00	83 00
Miscellaneous,	164 17	206 51	154 05	175 76	274 04	13 83
Total,	20,152 36	19,876 60	21,430 17	20,756 64	19,246 75	19,401 68

## DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,	4,488 06	5,551 82	5,397 37	6,228 57	5,429 82	5,983 49
Way passengers,						
Through freight,	9,910 95	10,310 25	10,983 72	10,395 73	12,009 45	11,057 99
Way freight,	329 41	329 41	329 41	329 41	329 41	329 41
Express,	500 00	500 00	500 00	500 00	500 00	500 00
Transport of mails,						
Use of engines,						
Use of cars,	3,715 42	3,288 33	3,704 46	3,646 50	3,270 34	3,666 88
Rent,						
Other earnings specified in detail as follows:						
Tolls,	47 00	51 00	51 00	47 00	52 00	63 00
Miscellaneous,	222 58	159 88	164 71	240 85	189 06	187 69
Total,	19,213 42	20,190 69	21,130 67	21,388 06	21,779 99	21,788 46

TABLE I.

## ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track.....				
Struck by bridge, while on top of freight car .....		None.	None.	None.
Run over while walking on track...	2			
Injured at road crossing.....				
Total .....				

December 6, 1862. Thomas Haverty, a trackman, stepped from the car house, in the yard at Fitchburg, on the track, and was run over and instantly killed by an engine backing down the track past the car house.

June 2, 1863. Dwight A. Orcutt, a trackman, stepped off the rear of a hand car, in motion, between Grout's and Erving, with the intention of getting on another hand car which was following within twenty feet, but he was run over by the last named car, and died June 3d.

TABLE J.

## NUMBER OF EMPLOYEES AND COMPENSATION.

3 Conductors of passenger trains,	\$45 & 50 per month
1 Conductor of freight trains,	50 per month
Conductors of wood and gravel trains,	none
1 Master mechanic,	62 50 per month
1 Road and bridge master,	100 "
31 Men in repair shops, average,	1 42 1-2 per day
3 Enginemen of passenger trains,	60 per month
2 Enginemen of freight trains,	60 per month & 2 per day
1 Engineman making up trains and switching,	40 per month

6 Firemen,	5 at 30 and 1 at 15 per month
2 Baggage-man,	40 per month
2 Switchmen,	30 and 35 per month
6 Section men, (foremen,)	1 50 per day
45 Section hands,	1 00 per day
3 Watchmen,	26, 28 and 35 per month
18 Station agents,	average 35 per month
4 Other laborers,	30 per month
1 Clerk connected with pass. business,	35 per month
1 Clerk connected with freight business,	70 per month
Other agents—how employed—and the salary of each, as follows, viz:	

2 freight agents,	5 and 45 per month
1 tollman,	20 per month
1 flagman,	1 per day
3 bridge carpenters,	1 50 and 1 75 per day
1 porter,	10 per month
1 water boy,	5 per month
3 freight brakemen,	30 and 35 per month
1 master carpenter,	54 per month
Amount of net earnings, June 30th, 1862,	\$99,398 75
“ “ “ “ “ 1863,	143,885 30
Total amount of payments to the sinking fund,	70,000 00
Amount of cash on hand, loans and securities,	134,024 85
Amount of funded debt,	888,200 00
Amount of bonds, (forming a part of above funded debt,) held by the trustees, in which they have invested above sinking fund,	107,900 00
Amount of interest paid during 12 months ending June 30, 1863,	50,201 19

STATE OF MASSACHUSETTS, } 26th day of August,  
SUFFOLK COUNTY, SS. } 1863,

I, John Rogers, treasurer of the Vermont and Massachusetts railroad company, do solemnly swear that the above is a true statement of the condition of the finances of said company, on the 30th day of June, 1863.

JOHN ROGERS, *Treasurer.*

Sworn before me,

JOHN C. PRATT, *Justice of the Peace.*

# OFFICERS OF THE COMPANY.

## *Directors.*

ROBERT HALE,

WM. H. HILL,

LARKIN G. MEAD,

FRANKLIN N. POOR,

D. S. RICHARDSON,

ROBERT HALE, *President.*

JOHN ROGERS, *Treasurer.*

O. T. RUGGLES, *Superintendent.*

B. D. LOCKE, *Clerk.*

## SALARIES.

3 Trustees,	\$300, 100, 100 per annum
President,	1500 per annum
Superintendent,	1500 per annum
Treasurer, i clerk,	1500 per annum

ROBERT HALE,	} <i>Directors of Vt. and Mass. Railroad Co.</i>
FRANKLIN N. POOR,	
WM. H. HILL,	
D. S. RICHARDSON,	
L. G. MEAD,	

STATE OF MASSACHUSETTS, }  
SUFFOLK COUNTY, SS. }

Robert Hale, Franklin N. Poor, Daniel S. Richardson, and Wm. H. Hill depose and say that the facts set forth and statements made in the foregoing report, which has been signed by them, are true and correct according to the best of their knowledge, information and belief.

Signed,

ROBERT HALE,  
FRANKLIN N. POOR,  
D. S. RICHARDSON,  
WM. H. HILL.

Subscribed and sworn to before me this 25th day of Aug., 1863.

A. J. WHEELER, *Justice of the Peace.*

STATE OF VERMONT, }  
WINDHAM COUNTY, SS. }

The above subscribed and sworn to by L. G. Mead.

Before me,

DANIEL KELLOGG, *Justice of the Peace.*



## ANNUAL REPORT

OF THE CONNECTICUT & PASSUMPSIC RIVERS RAILROAD  
COMPANY FOR THE YEAR ENDING MAY 31, 1863.

## TABLE A.

## STOCK AND DEBTS.

Capital Stock as per charter,	\$3,000,000
Number of shares :	
Six per cent guarantied stock,	492 shares
Six per cent. preferred stock,	8330 "
Stock not preferred—par value \$100	3982 "
	<hr/> \$12804
Funded debt,	\$800,000
Average rate of interest on funded debt, and paid semi-annually,	6 per cent.

## TABLE B.

## COST OF CONSTRUCTION.

Cost of construction as per last report, to Bar- ton,	\$2,567,486 92
--	----------------

## TABLE C.

## EQUIPMENT.

Total cost of equipment as per last report,	\$195,646 76
Expended since last report,	5,325 00
Total cost of equipment,	<hr/> \$200,971 76

*New cars built during the year.*

6 platform cars,

3 rack cars,

1 freight saloon,  
 1 hand car,  
 4 turtle cars,  
 2 rail straighteners,  
 1 gouger plough,  
 1 snow plough,  
 1 tender frame and trucks.

*Repairs.*

2 passenger cars thoroughly repaired,  
 19 box cars thoroughly repaired,  
 1 platform car thoroughly repaired,  
 2 platform cars rebuilt,  
 2 box cars rebuilt,  
 3 hand cars rebuilt,  
 10 gravel cars rebuilt.

## TABLE D.

## CHARACTERISTICS OF ROAD.

Length of road,	111 miles
“ “ completed,	91 “
“ “ side tracks, 59 in number,	35000 feet
Weight of rail per yard,	56 lbs.

## CHARACTER AND LENGTH OF BRIDGING.

	No of structures	No of spans.	Length of bridging, in feet.
Trestle bridging.....		1	
Truss bridging, 50 feet span and under...	18	1	600
Truss do., from 50 to 100 feet span.....	1	1	80
Truss do., from 100 to 150 feet span.....	6	2	1168
Truss do., 150 feet span and over.....	2	3	356
Draws.....			
Totals.....	27	8	2204

Number of road crossings at grade,	60
Number of road crossings above and below grade,	6
Number of cross ties per mile,	2000
Chairs, number per mile,	680
Whole number of switches on main track,	56

## GRADIENTS AND ALIGNMENT.

Maximum grade,	52 8-10 feet
----------------	--------------

## BUILDINGS AND FIXTURES.

Passenger houses,	3
Freight houses,	17
Engine houses,	3
Repair shops,	3
Water stations,	12
Dwellings,	6
Wood sheds,	16
Turn tables,	2

Other buildings, as follows :

Car houses,	3
One building rented as store and occupied as general offices.	

## EQUIPMENT.

Number of locomotives owned by the Company on the 31st day of May, 1863.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....			4	2	
Requiring slight repairs.....			1		
Requiring heavy repairs.....			1		
Worn out.....					

Number of cars owned by the company, May 31, 1863 :

First class 8 wheel passenger cars in good repair,	6
--	---

First class 8 wheel passenger cars wanting repair,	2
Second class 8 wheel passenger cars in good repair, driver's saloon,	1
Baggage, express and mail cars in good repair,	3
Baggage, express and mail cars wanting repair,	2
Covered freight & cattle 8 wheel cars, in good repair,	117
Covered freight & cattle 8 wheel cars, wanting repair,	30
Platform 8 wheel cars, in good repair,	35
Other freight cars, wanting repair,	6
Gravel cars, in good repair,	10
Average weight of passenger cars,	24,000 pounds
“ “ baggage “	17,000 “
“ “ box “	14,000 “
“ “ platform “	12,778 “

TABLE E.

\* BUSINESS OF THE YEAR.

Miles run by passenger trains,	}	118,420
Miles run by freight trains,		
Miles run by gravel and construction trains,		
Miles run by wood trains,		
Number of through passengers carried in cars,		24,765
Number of way passengers,		37,965
Average rate of speed, ordinary passenger trains, including stops,		23 miles
Average rate of speed of freight trains, including stops,		12 “
Rate of fare charged first class through passengers, per mile,		3 cents
Rate of fare charged first class way passengers, per mile,		3 1-2 “
Rate per ton per mile charged on 1st class through freight,		4 1-2 “

Rate per ton per mile charged on 2d class through freight,	3 95-100 "
Rate per ton per mile charged on 3d class through freight,	3 90-100 "
Rate per ton per mile charged on 4th class through freight,	2 3-4 "
Rate per ton per mile charged on 1st class way freight,	} 5c
Rate per ton per mile charged on 2d class way freight,	
Rate per ton per mile charged on 3d class way freight,	
Rate per ton per mile charged on 4th class way freight,	
Total number of tons of freight carried 1 mile,	no account
Total number of passengers carried 1 mile,	1,892,225

## TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,  
For the year ending May 31, 1863.

Ordinary repairs of road bed and superstructure,	} 23,758 98
Extraordinary repairs of road bed,	
Cost of rails used in repairs,	
Number and weight of chairs,	
Weight of spikes,	
Cost of repairs of rails,	
Number of cross ties used for renewals, 22,470	
Cost of same,	}
Cost of relaying rails and ties,	
Insurance and taxes on real estate,	1,415 29
Repairs of bridges,	1,289 72
" stations, buildings and new buildings,	4,042 21
" fences, made by section men.	
Total,	<u>\$30,506 20</u>

## COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	} 25,739 90
Repairs of passenger and baggage cars,	
Repairs of freight cars,	
Repairs of tools and machinery in work shops,	

## TABLE G.

## COST OF OPERATING THE ROAD,

For the year ending May 31, 1863.

Wood including the cost of preparing the same,	\$12,030 60
Cost of oil and waste for engines and tenders,	} 1,929 46
“ “ pass. and baggage cars,	
“ “ freight cars,	
Loss and damage of goods,	} 1,250 29
Loss and damage of baggage,	
Damages to property, including fire, and animals killed on road,	included above
17 agents,	} 8,552 56
4 laborers at stations,	
Labor loading and unloading freight,	
Watchmen and switchmen,	} 13,224 20
Wood and water station attendance,	
Conductors and baggagemen,	
Brakemen,	
Enginemmen, firemen and carrying mails,	
For salaries of treasurer and superintendent, and cashier,	3,300 91
For printing, stationery and office expenses,	1,677 69
For law expenses, postage, expenses as to joint busi- ness and all other expenses not included in other accounts,	2,560 05

## RECAPITULATION OF EXPENSES.

Maintaining roadway, bridges, stations & buildings,	29,090 00
Repairs of machinery, insurance and taxes,	27,155 19
Operating, losses and general expenses,	44,523 85
Total,	\$100,769 95
1-4 of expenses due to passenger business,	
	estimated at 25,192 49

3-4 of expenses due to freight business,

estimated at 75,577 46

## TABLE H.

### EARNINGS, RECEIPTS AND PAYMENTS.

#### *Earnings and Receipts.*

From passengers,	\$78,920 55
From freight,	117,876 00
From other sources, viz:	
Expresses,	2,000 00
Mails,	9,100 00
Rents,	970 50
Total,	<u>\$208,867 05</u>

#### *Payments other than for Construction.*

For transportation expenses, viz:

For passenger business,	25,192 49 estimated
For freight business,	75,577 46 "
For interest on funded debt,	48,000 00
For carried to surplus fund,	16,000 00
For amount of surplus fund,	118,140 00

### VALUE OF MATERIALS ON HAND.

Wood, 3847 cords,	\$7,115 75
Coal, 41 1-4 tons,	573 35
Oil, 568 gallons,	437 08
Waste, 1984 pounds,	218 05
Iron rails, 136 767-2000 tons, old,	5,224 35
Chairs, 1235 pounds,	43 22
Spikes, 3000 pounds,	147 00
Ties, 7300 number,	1,314 00
Iron and other metals, unwrought, 216,440 lbs.,	8,522 57

Iron and other metals, worked & partly worked, 46,053 lbs.	4,919 18
Lumber, 116,574 feet,	1,897 37
2000 cedar posts,	100 00
Other items,	7,714 20
	<hr/>
	\$37,236 12

## COST OF TRANSPORTATION.

Actual cost of transporting freight per ton, per mile,	unknown
Actual cost of transporting passengers, per mile,	unknown



## DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31, 1863.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,	2566	3557	2731	2598	1664	1558
Way passengers,	2936	3742	3787	2797	5391	2578
Through freight, lbs.,	5,279,874	4,166,628	4,223,603	7,988,995	5,861,896	6,824,574
Way freight, "	No account kept					
Express,	166 67	166 67	166 66	166 67	166 67	166 66
Transport of mails,	758 34	758 33	758 33	758 34	758 33	758 33
Use of engines,	} Embraced in freight account.					
Use of cars,						
Rent,	80 87 1-2	80 87 1-2	80 87 1-2	80 87 1-2	80 87 1-2	80 87 1-2
Other earnings specified in detail as follows:						
Lumber down Connecticut River in feet,	748,447	595,893	734,779	551,502	468,101	437,146
Total,						

## DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,	1411	1398	1974	1854	2008	1445
Way passengers,	2196	2022	3028	3606	3096	2783
Through freight, lbs.	5,273,160	4,676,519	4,852,269	4,016,338	5,251,848	3,580,572
Way freight,	No account kept					
Express,	166 67	166 67	166 66	166 67	166 67	166 66
Transport of mails,	758 34	758 33	758 33	758 34	758 33	758 33
Use of engines,						
Use of cars,	Embraced in freight account					
Rent,	80 87 1-2	80 87 1-2	80 87 1-2	80 87 1-2	80 87 1-2	80 87 1-2
Other earnings specified in detail as follows:						
Lumber down the Connecticut River in feet,	245,928	420,792	917,431	710,502	1,048,970	780,400
Total,						

TABLE I.

## ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track.....	None.	None.	None.	None.
Struck by bridge, while on top of freight car .....				
Run over while walking on track...				
Injured at road crossing.....				
Total .....				

TABLE J.

## NUMBER OF EMPLOYEES AND COMPENSATION.

1 Conductor of passenger trains,	\$660 per year	
3 Conductors of freight trains,	} 1800 "	
Conductors of wood and gravel trains,		
1 Master mechanic,	800	"
1 Road master,	780	"
28 Men in repair shops, average number,	11,157	96 "
2 Enginemen of passenger trains,	1,200	"
3 Enginemen of freight trains,	} 1,800 "	
Engineman of wood and gravel trains,		
5 Firemen,	1,800	"
2 Baggage-men,	960	"
3 Switchmen,	970	70 "
21 Section men, (foremen,)	6,846	"
Section hands, average number 43,	11,395	"
4 Watchmen,	1,408	"
17 Station agents,	5,948	59 "
4 Other laborers, at stations,	1,437	25 "
Wood hands, average number 5,	1,659	"
Clerk connected with pass. business,		none

Clerk connected with freight business, none  
 Superintendent of bridges—salary, } 782 50 per year  
 Wood agent “ }  
 Other agents—how employed—and the salary of each, as follows, viz:

1 General freight agent,	600 pr year
1 Ticket master,	600 “
1 Cashier,	600 “

## OFFICERS OF THE COMPANY.

HENRY KEYES, *President and Agent, Newbury, Vt.*

JOSIAH STICKNEY, *Vice President, Boston, Mass.*

NATHANIEL P. LOVERING, *Treasurer, Boston, Mass.*

## SALARIES.

Superintendent,	1200
Treasurer,	1500

STATE OF VERMONT }  
 CALEDONIA COUNTY, SS. }

I, Henry Keyes, ag't, depose and say that the facts set forth and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

Signed, HENRY KEYES,

*President Conn. & Pass. Rivers Railroad Co.*

Subscribed and sworn to before me this 2d day of October, 1863.

HUBBARD HASTINGS, *Master in Chancery.*

## ANNUAL REPORT

OF THE RUTLAND & BURLINGTON RAILROAD COMPANY  
FOR THE YEAR ENDING AUGUST 31, 1863.

## TABLE A.

## STOCK AND DEBTS.

Capital Stock,	\$1,202,500	
Eight per cent. stock,	382,700	
Six per cent. stock,	605,200 00	
Six per cent. stock,	2,976 31	
	<u>608,176 31</u>	
		2,233,376 31
Funded debt:		
7 per ct. first mortgage bonds,	1,800,000 00	
7 per ct. second do.,	946,000 00	
7 per ct. third do.,	506,000 00	
7 per ct. converti- ble notes,	5,470 85	
	<u>511,470 85</u>	
		3,257,470 85
Floating liabilities:		
6 per ct notes payable at 6 per ct.,		895,219 15
		<u>\$6,386,166 31</u>

## TABLE B.

## COST OF CONSTRUCTION.

Cost of construction,	\$3,991,705 66
For graduation and masonry,	2,360,321 37
“ bridges,	116,669 93

For rails,	}	
“ chairs, spikes and ties,		
“ laying superstructure,		949,745 67
“ buildings and fixtures,		238,652 75
“ engineering,		91,901 12
“ land, land damages and fencing,		234,414 82
		<hr/>
		\$3,991,705 66
Equipment,		556,273 59
Interest,		772,540 05
Discounts,		597,664 49
Incidental expenses,		293,098 28
Assets,		175,382 20
		<hr/>
		\$6,386,166 31

TABLE D.

## CHARACTERISTICS OF ROAD.

Length of road,	119 miles 2848 feet
“ “ completed,	119 miles 2848 feet
“ “ branches,	none
“ “ side tracks,	16 miles
Weight of rail per yard,	60 lbs.

## CHARACTER AND LENGTH OF BRIDGING.

	No of structures	No of spans.	Length of bridging, in feet.
Trestle bridging.....	4	12	157
Truss bridging, 50 feet span and under...	5	5	197
Truss do., from 50 to 100 feet span.....	11	12	852
Truss do., from 100 to 150 feet span.....	18	29	3523
Truss do., 150 feet span and over.....	4	4	677
Draws.....			
Totals.....	42	62	5406

Number of road crossings at grade,	85
Number of road crossings above and below grade,	16
	12

Number of cross ties per mile,	2112
Chairs, number per mile,	588
Whole number of switches on main track,	64

## GRADIENTS AND ALIGNMENT.

The papers that would enable us to answer these questions were destroyed by fire.

## BUILDINGS AND FIXTURES.

Passenger houses,	30
Freight houses,	6
Engine houses,	3
Repair shops,	3
Water stations,	16
Dwellings,	4
Wood sheds,	19
Turn tables,	4

Other buildings, as follows :

Rail repair shops,	2
--------------------	---

## EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1863.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....	1	9	11		
Requiring slight repairs.....		1	2		
Requiring heavy repairs.....			1		
Worn out.....			1		

Number of cars owned by the company, June 30, 1863 :

First class 8 wheel passenger cars in good repair,	14
First class 8 wheel passenger cars wanting repair,	2
Second class 8 wheel passenger cars in good repair,	2
Baggage, express and mail cars in good repair,	5

Baggage, express and mail cars wanting repair,	2
Covered freight & cattle 8 wheel cars, in good repair,	448
Covered freight & cattle 8 wheel cars, wanting repair,	10
Platform 8 wheel cars, in good repair,	100
Average weight of box cars,	about 8 tons
“ “ platform cars,	“ 7 “

## TABLE E.

## BUSINESS OF THE YEAR.

Miles run by passenger trains,	183,972
Miles run by freight trains,	212,218
Miles run by gravel and construction trains,	29,513
Miles run by wood trains,	23,648
Number of through passengers carried in cars,	64,372
Number of way passengers,	78,251
Number of miles traveled by way passengers,	2,184,452
Average distance traveled by way passengers,	27 miles
Number of tons of through freight,	129,702
Number of tons of way freight,	15,835
Number of tons of way freight carried 1 mile,	578,815
Rate of fare charged first class through passengers, per mile,	about 3 cents
Average rate of fare charged second class passengers, per mile,	about 3 1-8 cents
Rate per ton per mile charged on 1st class through freight,	4 1-2 “
Rate per ton per mile charged on 2d class through freight,	3 7-10 “
Rate per ton per mile charged on 3d class through freight,	3 “
Rate per ton per mile charged on 4th class through freight,	2 1-2 “



Rate per ton per mile charged on 1st class way freight, 5 8-10	
Rate per ton per mile charged on 2d class way freight, 5 8-10	
Rate per ton per mile charged on 3d class way freight, 3	
Rate per ton per mile charged on 4th class way freight, 2 1-2	
Total number of tons of freight carried 1 mile,	8,747,037
Total number of passengers carried 1 mile,	3,768,354

TABLE F.

## EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending June 30, 1863.

Ordinary repairs of road bed & superstructure,	}	50,182 92
Extraordinary repairs of road bed,		
Cost of rails used in repairs,	}	24,096 74
Number and weight of chairs,		
Weight of spikes,		
Cost of repairs of rails,		
Number of cross ties used for renewals,	}	8,483 78
Cost of same,		
Insurance and taxes on real estate,		7,133 68
Repairs of bridges,		5,847 90
“ stations,		14,421 80
“ fences,		1,998 13
“ masonry,		1,528 82
Total,		<u>\$113,693 77</u>

## COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	21,313 57
Repairs of passenger and baggage cars,	7,124 25
Repairs of freight cars,	31,619 14
Total,	<u>\$60,056 96</u>

TABLE G.

## COST OF OPERATING THE ROAD,

For the year ending June 30, 1863.

Wood including the cost of preparing the same,	\$45,801 59
--	-------------

Cost of oil and waste for engines and tenders, oil,	4,915 70
Waste,	1,761 07
Loss and damage of goods,	2,705 20
Loss and damage of baggage,	251 24
Damages for injuries to persons,	} 426 78
Damages to property, including fire, and animals killed on road,	
Porters, watchmen and switchmen,	6,060 13
For salaries of trustees, president, directors, secretaries, treasurer, and superintendent,	} 16,797 39
For printing, stationery and office expenses,	
For law expenses,	
Other expenses in detail, as follows :	
Removing ice and snow,	1,437 43
Mail service,	1,431 67
Land damages,	85 82
Total,	<hr/> \$81,674 02

## RECAPITULATION OF EXPENSES.

Maintaining roadway,	113,693 77
Repairs of machinery,	60,056 96
Operating,	81,674 02
Proportion of expenses due to passenger business,	19,547 17
Proportion of expenses due to freight business,	35,892 44
Total,	<hr/> \$310,864 36

## TABLE H.

## EARNINGS, RECEIPTS AND PAYMENTS.

*Earnings and Receipts.*

From passengers,	\$152,936 63
From freight,	239,521 65
From other sources, viz :	
Expresses,	6,999 96

Mails,	15,500 00
Rents,	4,468 90
Miscellaneous,	3,650 64
Interest,	149 65
Total,	<hr/> \$423,027 43

*Payments other than for Construction.*

For transportation expenses, viz:

For passenger business,	19,547 17
For freight business,	35,892 44

VALUE OF MATERIALS ON HAND.

Wood, value of,	\$35,425 50
Other items specified as follows:	
Shop stock,	53,596 21

## DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1863.

SOURCE.	JULY. 1863.	AUGUST. 1863.	SEPTEMBER. 1862.	OCTOBER. 1862.	NOVEMBER. 1862.	DECEMBER. 1862.
Through passengers,	9,145 49	11,063 57	8,947 97	9,206 93	5,993 79	6,412 06
Way passengers,	9,071 60	7,447 52	8,240 45	5,130 58	4,288 39	4,331 68
Through freight,	16,887 22	15,619 32	15,160 30	17,934 32	20,861 61	22,203 13
Way freight,	2,908 69	2,171 71	2,204 31	2,274 47	2,399 52	2,156 12
Express,	583 33	583 33	583 33	583 33	583 33	583 33
Transport of mails,	1,291 67	1,291 67	1,291 66	1,291 67	1,291 67	1,291 66
Use of engines,						
Use of cars,	353 87	353 87	353 54	353 54	355 54	353 54
Rent,						
Other earnings specified in detail as follows:						
Miscellaneous,	108 00		19 20	67 80	21 00	
Total,	40,349 87	38,530 99	36,800 76	36,842 64	35,792 85	37,331 52

## DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY. 1863.	FEBRUARY. 1863.	MARCH. 1863.	APRIL. 1863.	MAY. 1863.	JUNE. 1863.
Through passengers,	5,333 27	5,553 49	6,393 10	5,506 27	5,579 63	6,109 91
Way passengers,	4,194 03	3,518 19	4,830 92	7,311 55	4,107 63	5,218 61
Through freight,	18,970 92	11,660 30	22,472 95	14,845 77	17,113 65	19,114 31
Way freight,	1,526 36	1,839 55	1,966 22	2,421 26	2,434 24	2,175 40
Express,	583 33	583 33	583 33	583 33	583 33	583 33
Transport of mails,	1,291 67	1,291 67	1,291 66	1,291 67	1,291 67	1,291 66
Use of engines,						
Use of cars,	353 87	577 98	353 54	353 87	353 87	353 87
Rent,						
Other earnings specified in detail as follows :						
Miscellaneous,			3,410 60	24 04		
Total,	32,253 45	25,024 51	41,302 32	32,337 76	31,464 02	34,847 09

TABLE I.

## ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed	Injured.
Trains thrown from track.....				
Struck by bridge, while on top of freight car .....		None.		None.
Run over while walking on track...	1		1	
Injured at road crossing.....				
Total .....				

March 23, 1863. Reynolds Donovan, run over by freight train at Bellows Falls and killed. He was said to have been intoxicated.

Aug. 10. Peter Conolly, laborer on track, run over by wood train at Pittsford and killed; result of his own carelessness.

TABLE J.

## NUMBER OF EMPLOYEES AND COMPENSATION.

4 Conductors of passenger trains,	\$208 per month	
3 Conductors of freight trains,	140	"
1 Conductor of wood and gravel trains,	45	"
2 Master mechanics,	165	"
2 Road masters,	125	"
46 Men in repair shops,	1 60 per day, average	
5 Enginemen of passenger trains,	60 per month	"
9 Enginemen of freight trains,	55	" "
2 Enginemen of wood and gravel trains,	50	" "
15 Firemen,	1 28 per day	"
4 Baggage men,	35 90 per month	"
	13	

9 Switchmen,	1 10 per day
21 Section men, (foremen,)	1 50 "
81 Section hands,	1 10 "
13 Watchmen,	1 10 "
29 Station agents,	30 28 per month
38 Other laborers,	1 10 per day
2 Clerks connected with pass. business,	100 per month
5 Clerks connected with frei't business, average,	46 67 pr m
Superintendent of bridges—salary,	} 75 per month
Wood agent	

## TRUSTEES SECOND MORTGAGE,

In acc't with Rutland &amp; Burlington Railroad.

August 31, 1863,

To net earnings to Aug. 31, 1862, 520,470 79

To net earnings year ending Aug. 31, 1863, 112,163 07

---

\$632,633 86

By coupons paid,	305,879 50
fuel on hand,	35,425 50
shop stock,	53,596 21
real estate,	34,909 96
locomotives,	54,053 81
cars,	33,551 24
tools,	2,959 00
	<hr/> 524,375 22

available assets due from connect-

ing roads,	30,728 67
Due from stations,	5,486 28
" " agents,	2,004 27
Sundry accounts,	9,605 98
Cash,	60,433 44
	<hr/> 108,258 64
	<hr/> \$632,633 86

STATE OF VERMONT, } 6th day of October, 1863.  
 RUTLAND COUNTY, SS. }

I, Geo. B. Gibbons, treasurer of the Trustees 2d mortgage Rutland & Burlington railroad company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lesses, on the 31st August, 1863.

GEO. B. GIBBONS, *Treasurer.*

Sworn before me,

J. H. WILLIAMS, *Notary Public.*

OFFICERS OF THE COMPANY.

*Directors.*

A. L. CATLIN,  
 J. A. CONANT,  
 J. B. PAGE,  
 J. H. WILLIAMS,  
 E. J. PHELPS,  
 J. F. EDWARDS,  
 E. A. CHAPIN,

E. A. BIRCHARD, }  
 J. W. STEWART, } *Trustees,*

E. A. CHAPIN, *Superintendent.*

GEO. B. GIBBONS, *Treasurer.*

STATE OF VERMONT }  
 RUTLAND COUNTY, SS. }

October 6th, 1863.

I, E. A. Chapin, depose and say that the facts set forth and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

Signed,

E. A. CHAPIN.

Subscribed and sworn to before me this 2d day of October, 1863.

Z. V. K. WILSON, *Notary Public.*



## ANNUAL REPORT

OF THE RUTLAND & WASHINGTON RAILROAD COMPANY  
FOR THE YEAR ENDING AUGUST 31, 1863.

## TABLE A.

## STOCK AND DEBTS.

Capital Stock, authorized by charter,	\$1,097,000
---------------------------------------	-------------

## TABLE B.

## COST OF CONSTRUCTION.

The trustees never having had access to the books of the company have no information on the subject.

## TABLE C.

## EQUIPMENT.

Total cost of equipment as per last report,	\$221,683 31
Expended since last report,	35,000 00
Total cost of equipment,	\$1,206,683 31

## TABLE D.

## CHARACTERISTICS OF ROAD.

Length of road,	62 1-2 miles
“ “ completed,	62 1-2 miles
“ “ branches,	2 “
“ “ side tracks,	2 “
Weight of rail per yard,	58 and 61 lbs.

## CHARACTER AND LENGTH OF BRIDGING.

	No of structures	No of spans.	Length of bridging, in feet.
Trestle bridging.....	7	7	320
Truss bridging, 50 feet span and under. . .			
Truss do., from 50 to 100 feet span.....	9	9	559
Truss do., from 100 to 150 feet span.....	3	3	358
Truss do., 150 feet span and over.....	18	12	1661
Draws.....			
Totals.....	37	31	2898

Number of road crossings at grade,	58
Number of road crossings above and below grade,	3
Number of cross ties per mile,	2051
Chairs, number per mile,	586
Whole number of switches on main track,	40

## BUILDINGS AND FIXTURES.

Passenger houses,	13
Freight houses,	12
Engine houses,	4
Repair shops,	2
Water stations,	7
Dwellings,	2
Wood sheds,	7
Turn tables,	3

## EQUIPMENT.

Number of locomotives owned by the Company on the 31st day of Aug., 1863.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....			5	2	
Requiring slight repairs.....			1		
Requiring heavy repairs.....			1	1	
Worn out.....					

Number of cars owned by the company, Aug. 31, 1863 :

First class 8 wheel passenger cars in good repair,	5
First class 8 wheel passenger cars wanting repair,	1
Baggage, express and mail cars in good repair,	3
Covered freight & cattle 8 wheel cars, in good repair,	150
Covered freight & cattle 8 wheel cars, wanting repair,	10
Platform 8 wheel cars, in good repair,	72
Other freight cars,	8
Average weight of passenger cars,	18,000 lbs.
“ “ baggage “	16,000 lbs.
“ “ box cars,	16,000 lbs.
“ “ platform cars,	14,500 lbs.

### TABLE E.

#### BUSINESS OF THE YEAR.

Miles run by passenger trains,	79,947
Miles run by freight trains,	53,073
Miles run by gravel and construction trains,	1,086
Miles run by wood trains,	2,655
Number of through passengers carried in cars,	} 78,456
Number of way passengers,	
Number of miles traveled by passengers,	1,552,727
Number of tons of through freight,	} 175,137
Number of tons of way freight,	
Number of tons of freight carried 1 mile,	2,453,996
Average rate of speed, ordinary passenger trains,	25 miles
Average rate of speed of express trains,	33 “
Average rate of speed of freight trains,	12 “
Rate of fare charged first class through passengers,	
per mile,	2 3-4 cts
Rate of fare charged first class way passengers,	
per mile,	3 1-2 “

Rate per ton per mile charged on 1st class through freight,	3 cts
Rate per ton per mile charged on 2d class through freight,	2 1-2 "
Rate per ton per mile charged on 3d class through freight,	2 "
Rate per ton per mile charged on 1st class way freight,	7 1-2
Rate per ton per mile charged on 2d class way freight,	3 3-4

## TABLE F.

## EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending Aug. 31, 1863.

Ordinary repairs of road bed & superstructure,	\$19,010 35
Cost of rails used in repairs,	5,481 58
Cost of repairs of rails,	2,195 86
Number of cross ties used for renewals,	6,090 18
Insurance and taxes on real estate,	2,545 83
Repairs of bridges,	3,662 93
“ fences,	101 09
Total,	<hr/> \$39,087 82

## COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	8,549 00
Repairs of passenger and baggage cars,	2,045 92
Repairs of freight cars,	10,052 61
Repairs of tools and machinery in shops,	2,041 23
Oil used about workshops,	139 85
Fuel,	1,100 00
Waste,	13 92
Total,	<hr/> \$23,942 53

## TABLE G.

## COST OF OPERATING THE ROAD,

For the year ending Aug. 31, 1863.

Wood including the cost of preparing the same, \$13,808 03

Number of gallons of oil, 3337

Number of pounds of waste, 3217

Cost of oil and waste for engines and tenders, 1,826 68

" " pass. and baggage cars, 70 89

" " freight cars, 1,146 50

Loss and damage of goods, 1,696 84

Office expenses, and stationery, 8,116 58

Number of agents, 15,

Number of clerks, 3,

Porters, watchmen and switchmen, 1,481 40

Conductors and baggagemen, 2,447 15

Brakemen, 1,600 64

Enginemen and firemen, 5,267 97

For salaries of trustees, president, directors,  
secretaries, treasurer, and superintendent, 7,000 00

For printing, office expenses and stationery, 1,424 12

For law expenses, 1,443 81

Other expenses in detail, as follows :

Miscellaneous, 833 03

Interest account, 5,006 13

Yard rent and selling tickets, 1,500 00

Total, \$54,659 27

## RECAPITULATION OF EXPENSES.

Maintaining roadway, 39,087 82

Repairs of machinery, 23,942 53

Operating, 54,659 27

Total, \$117,689 62

## TABLE H.

## EARNINGS, RECEIPTS AND PAYMENTS.

*Earnings and Receipts.*

From passengers,	\$52,503 04
From freight,	122,548 08
From other sources, viz :	
Expresses,	6,250 00
Mails,	4,373 32
Total,	<hr/> \$185,474 44

*Payments other than for Construction.*

For transportation expenses, viz:

For passenger business, rent of Troy & Rutland, &c.,	22,408 47
For freight business, new freight cars,	35,000 00
	<hr/> \$57,408 47

## VALUE OF MATERIALS ON HAND.

Wood, value of,	\$2,870 00
Coal, tons of,	300
Oil, gallons of,	500
Waste, pounds of,	50
Iron rails, tons of old,	1500
Iron rails, tons, new,	150
Chairs, pounds of,	300
Spikes, pounds of,	100
Ties, number of,	500
Iron and other metals, unwrought,	5500
Lumber,	1500

## DETAILS OF EARNINGS FOR THE YEAR ENDING AUG. 31, 1863.

SOURCE.	SEPTEMBER. 1862.	OCTOBER. 1862.	NOVEMBER. 1862.	DECEMBER. 1862.	JANUARY. 1863.	FEBRUARY. 1863.
Through passengers, {	6,153 13	4,800 27	3,970 57	4,698 40	3,162 45	3,139 12
Way passengers, {						
Through freight, {	9,652 63	16,787 21	12,131 13	11,552 37	9,216 78	8,155 00
Way freight, {						
Express, {	406 31	367 76	279 98	488 66	335 63	331 78
Transport of mails, {	520 88	520 83	520 84	520 83	520 83	520 84
Use of engines, {						
Use of cars, {						
Rent, {						
Other earnings specified in detail as follows:						
Miscellaneous,						
Total,						

## DETAILS OF EARNINGS, CONTINUED.

SOURCE.	MARCH. 1863.	APRIL. 1863.	MAY. 1863.	JUNE. 1863.	JULY. 1863.	AUGUST. 1863.
Through passengers, }	3,816 48	5,229 31	3,233 50	3,507 34	5,115 23	5,677 29
Way passengers, }						
Through freight, }	8,546 13	9,935 56	10,677 71	9,923 75	8,540 88	7,228 93
Way freight, }						
Express, }	327 43	360 78	349 74	339 21	354 66	331 38
Transport of mails, }	520 83	520 83	520 84	520 83	520 83	520 84
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows :						
Miscellaneous,						
Total,						



TABLE I.

## ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed	Injured.
Trains thrown from track.....	None.	None.	None.	None.
Struck by bridge, while on top of freight car .....				
Run over while walking on track...				
Injured at road crossing.....				
Total .....				

TABLE J.

## NUMBER OF EMPLOYEES AND COMPENSATION.

2 Conductors of passenger trains,	\$50 per month
2 Conductors of freight trains,	45 "
Conductor of wood and gravel trains,	none
1 Master mechanic,	850 per year
1 Road master,	60 per month
36 Men in repair shops,	1 37 per day, average
2 Enginemen of passenger trains,	60 per month
2 Enginemen of freight trains,	60 "
1 Engineman of wood and gravel trains,	60 "
5 Firemen,	30 "
2 Baggage men,	30 "
1 Switchman,	9 "
12 Section men, (foremen,)	32 "
54 Section hands,	1 per day
4 Watchmen,	1 "
14 Station agents,	
Other laborers,	28 33 per month
Clerks connected with pass. business,	} 3 av'ge 800 per year
Clerks connected with freight business,	
Superintendent of bridges—salary, when employed,	3 00 per day

## OFFICERS OF THE COMPANY.

JAY GOULD, *President.*M. CLARK, *Vice President.*

F. E. WOODBRIDGE,

H. H. BAXTER,

E. A. CHAPIN,

Z. V. K. WILLSON,

W. T. HART.

STATE OF VERMONT }  
RUTLAND COUNTY, SS. }

I depose and say that the facts set forth and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

Signed, JAY GOULD, *Acting Trustee.*

Subscribed and sworn to before me this 2d day of October,  
1863.

JOHN CAIN, *Justice of Peace.*

## ANNUAL REPORT

OF THE RUTLAND & WHITEHALL RAILROAD COMPANY  
FOR THE YEAR ENDING JUNE 30, 1863.

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The capital stock of this company, including cost of road, branch at Hydeville, and cost of rolling stock, is \$255,700.

The company owes no debt of any description, excepting some small amounts incident to the management of its ordinary affairs.

The road and rolling stock are leased permanently to the Saratoga and Whitehall railroad company of the state of New York, at a rent equal to six per cent. per annum upon their capital stock, payable quarter-yearly.

The road is about 7 1-2 miles in length including the aforesaid branch ; and has three bridges, three passenger and three freight houses. The rolling stock consists of two locomotive engines, five passenger cars, seven platform and 15 house cars.

As the whole management of the road, and all its business operations and connections, are with the lessees, and are by them operated and kept, in connection with their main line of road in the state of New York, it is not in the power of this corporation to report specifically the amount of the yearly earnings, or of the expense of annual repairs of this road.

Our report from year to year to the railroad commissioner must consequently consist in a repetition of the few foregoing

facts and statements, including simply, in addition, such a detail of the doings of this corporation in maintaining its organization, as will satisfy the commissioner and the Legislature that its charter has been maintained and kept inviolate, and the rights, interests and safety of the stockholders and the public properly cared for.

The law of the last Legislature having reference to a commodious connection betwixt the road of this company, and the Rutland and Washington railroad, in Castleton, has been executed in a manner which thus far proves, and it is hoped and believed will continue to be, satisfactory to the parties affected by said connection.

The officers of this corporation for the current year are the following :

*Directors.*

A. W. HYDE, of Castleton,  
WM. C. KITTREDGE, of Fairhaven,  
ISRAEL DAVEY, of Fairhaven,  
W. W. COOK, of Whitehall,  
G. R. I. BOWDOIN, of New York City.

A. W. HYDE, *President*,  
W. W. COOK, *Vice President*,  
WM. C. KITTREDGE, *Clerk and Treasurer*.

All the rents paid to the corporation by the lessees, have uniformly been promptly paid over to the stockholders as dividends upon their stock.

Respectfully submitted,

WM. C. KITTREDGE,

In behalf of the Board of Directors.

To the Railroad Commissioner of the State of Vermont.

FAIRHAVEN, October 3d, 1863.

STATE OF VERMONT, }  
RUTLAND COUNTY, SS. }

I, Wm. C. Kittredge, director and clerk of the Rutland & Washington railroad company, depose and say that the facts set forth and the statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

WM. C. KITTREDGE,

Subscribed and sworn to this 8th day of October, A.D. 1863.

Before me,

ALANSON ALLEN,

*Justice of Peace.*

Vt. Coll.

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